

Transportation.

MISSISSIPPI AND TENNESSEE
RAILROAD.
Now Open to Sardinia.
Daily Trains each Way,
(INCLUSIVE EXCEPTED.)

MAIL and arrive WEDNESDAY, March 25, 1897, the MAIL TRAIN leaves Memphis daily, (Sundays excepted) at 7:15 A. M., arriving at Sardin at 10:05 A. M. Leaving Sardin at 10:55 A. M., and arriving at Memphis at 1:25 P. M.

MAIL TRAIN connects at Sardin with Messrs. J. P. McCLURE & CO.'s Daily Line or first-class Post Coaches for St. Louis, Grenada, Canton, Jackson and Vicksburg.

ACCOMMODATION and FRIGHT TRAIN leaves Sardin at 8:30 A. M., arriving at Memphis at 10:40 A. M. Leaving Memphis at 2:30 P. M., and arriving at Sardin at 7:20 P. M.

Passengers are requested to purchase tickets before using the cars, and save payment of extra fare. No baggage checked to all stations on the Railroad, and no freight will be received without being checked. Each

and 50 pounds by stage, but the article will be carriage-baggage that is not incident to the person of the traveler.

Goods of less, the Company will haul themselves ready for an amount not exceeding \$50.

Travelers, when traveling alone, must have a permit for the point to which they are to go, and specifying they are to travel by Railroad, or they will not be admitted.

E. M. PATRICK,
Superintendent.

Mail and Register, Morning Express, Hernando & Co., Groceries papers, and the Mississippi, at Jacksonville, and discontinue former advertisements.

MISSISSIPPI CENTRAL AND TENNESSEE

RAILROAD
 Run from Junction with Memphis and Charleston
 Railroad to Toome's Station, eight miles North of
 here, at eight and a half miles South of Jackson, Tenn.
Morning Train
 Leaves Jackson DAILY (Sundays excepted) at 7:30;
 arrives at Junction at 8:30;
 leaving with T. A. M. Train into Memphis,
 reaching Memphis at 10:30 A. M.; or an arrival of
 Train from Memphis, arriving at Toome's Station at
 7:30, continuing at that place with Wyle's time or
 with Jackson and Nashville, via Washington, and
 New York and Chesapeake and Potomac Rivers.

Evening Train
Leave: Town's Bluff daily (Sundays excepted) at 7:05 p. m., connecting at Grand Junction with the Main Train, leaving at Memphis at 7:45 p. m.
Arrive: Memphis Grand Junction on arrival of Accommodation Train from Memphis, at 6:45 p. m., arriving at at 7:20.
Passengers for any of the above named points by this train may stop at any of the following:
H. F. NEELY, S. & N.
GRAND ROUTE

TO THE
EAST AND NORTH.
MEMPHIS AND CHARLESTON
RAILROAD
COMPLETED.

ROUGH TO NASHVILLE IN 24 HOURS,
 Rough Ticket Office at the Commercial Hotel, Mem-
 phis, Tenn., P. M. **WATKINSON, Agent.**
 Always good.
 as well as by any other first-class route.
 Passengers, a new route is now opened to **EAST-**
AND ATLANTIC CITY, unsurpassed in comfort
 and safety—direct and expeditious, with furnishings new
 and beautiful. For passenger, perfect security is insured
 by conversation of servants.

PRELIGHT from New York, and other Eastern cities, passes to Charleston or Savannah, and railway direct to Memphis. The attention of Southern and Western traffic is called to this route, being as cheap, and expeditious, than any other, and with the lowest freight rates and connections established.

ADAMS EXPRESS COMPANY is now in connection with this line.

MAIL TRAIN leaves Memphis DAILY, except A. M. (9:45 Memphis time) connecting with Ward and Weard trains on the Nashville and Tennessee Railroad, at Stevenson, same day.

It connects at Union Junction with the Atlanta (Georgia) Railroad to Holly Springs, Oxford, Grimsda, Calhoun, and Andover.

It connects at First Junction Station with Tennessee Railroad to Bolivar, and Jackson.

ACCOMMODATION TRAIN leaves Memphis (except Sunday) at 2:45 p. m., (2:30 Memphis) for Junction with the Mississippi Central and Tennessee Central Railroad, Sumerville and intermediate stations.

Passage checked to all stations on the Railroad, and baggage will be received without being checked. Each passenger will be allowed seventy-five pounds of baggage by Railroad, and sixty pounds by Stage; but no baggage will be carried as baggage that is not incident to the journey of the passenger. In case of loss the Company will hold themselves responsible for an amount not exceeding \$100.

Passengers are requested to purchase Tickets before en-

the cars, and save payment of extra fare.
 gross, when traveling alone, must have a permit,
 the point to which they are to go, and specifying
 they are to travel by railroad, or they will not be
 No ticket will be sold them, nor will they be re-
 on the cars, unless their owner or agent be present
 down to the ticket agent and Conductor, or other
 a to watch for pilferage of permits.

F. C. ARMES,
 General Superintendent, Huntsville, Ala.
 H. AYRES,
 Superintendent of Transportation, Memphis, Tenn.

Office to Owners & Agents of Negroes
 TRAVELING BY THE

Memphis and Charleston Railroad.
 On and after MARCH 29th, Negroes traveling alone
 the Cars of this Company must have a Permit,
 giving they are to travel by Railroad.
 Any owner of his own mule, or permit to procure
 mules, and to place the Negro aboard the cars, or
 person, known to the Station Agent or Conductor,
 vouch for the genuineness of the Permit.
 1875-6111 B. AYERS, Supt. of Transportation.

**For Baltimore, Washington, New
 York, Philadelphia, &c.
 Direct Through Line for the East!**

Baltimore and Ohio

RAILROAD.

THIS Road runs from Wheeling to Baltimore, (200 miles) and to Washington, (300 miles,) and provides the most advantageous both as a freight and passenger route.

It runs through wild and romantic regions of the country; and being widely constructed, completely graded and carefully maintained, is one of the most secure and safest Routes to the United States. The Great City of Washington, the City of Annapolis to the Chesapeake Bay, and the City of New York to the Southwest, unite this road with all portions of the West.

ONLY THROUGH TICKETS FROM M. SPRUE,
JEWELL AND ST. LOUIS TO THE NATIONAL ME-
MORIAL, sold by this road, which trains direct, in-
clude without the delay of passing through Balti-
more. It is also the only line by which baggage can be
sent to Washington from the Ohio river.

Only the **MAIL ROUTE** from Memphis, taking the main-
line, running daily to Washington, stopping there
for the **WASH. & NORTHERN** Railroad, for which
passengers where they arrive so as to connect with the cars of
the Miami Railroad for Columbus, connecting there
with the Central Ohio Railroad, through Newark and Fincen-
ton to Wheeling. By the express train of this route,
passengers can travel to Baltimore and to Washington
in less than 27 hours.

Be sure to ask for tickets by the Baltimore and Ohio
Main Route.

Passenger train from Springfield leaves at 4:45 through St. Louis, Chicago, St. Paul, Minneapolis, Duluth, and Sault Ste. Marie. This line goes through Vincennes, Terre Haute, Indianapolis, etc., to Washington, over the new Ohio and Baltimore and Annapolis Roads. These connections all direct, and the time from St. Louis to Baltimore Washington is but about 10 hours. Through tickets would be issued from the capital to the Baltimore and Annapolis House, at the following rate: \$7.00 from St. Louis to arrive 6:30 to Washington gate.

3. Whether the passenger takes the upper cars of Baltimore and Ohio Railroad, which leave three times a day for Baltimore, or the Pennsylvania Railroad, which leaves at 10:00 a. m. through in 16 or 17 hours, including stoppage, safety, speed, regularity, beauty of the country, and general comfort, this need is second to none in the Union.

RIGHTS.—This company possesses the largest

and to do an immense business in transportation, and make immediate connections at the wharves and the streets of Baltimore with the Railroad to Philadelphia and New York, steamers of Ericsson and BALTIMORE STEAMSHIP Lines, by Canal and Sea to New York, and by new Merchants' and STEAMSHIP Lines to Norfolk, Charleston, Savannah, Ac. For particulars, see freight tariff, copies of which may be had the Forwarding House in the West, or of J. M. FORD, Acting and Forwarding Agent at Wheeling.

W. S. WOODSIDE,
Master of Transportation, Baltimore.
A. T. LAVALLETTE,
Agent, 61 Front Row, Memphis.

FARE REDUCED!

From Memphis to Jackson, \$3 50.
From Memphis to Nashville, \$10 50.
Via Jackson, Waynesboro' and
Columbia.

CONNECTING near Brownsville with the Memphis
and Ohio Railroad and at Thompson with the Ten-
nessee and Alabama Railroad. Trains are assured that the
Middle Tennessee and Trans-Mississippi are assured that the
comfort and experience will be spared to render them comforta-
ble. The coaches, horses and drivers are superior.

Our line connects at Jackson with J. W. Norwood &
Co., line of their horses post coaches to Nashville.

July 15. NORFOLK AND SOUTHERN RAILROAD.

NORTH THOUSAND pounds BULK PEAS, for sale by
J. W. NORFOLK AND SOUTHERN RAILROAD.